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A. S. WATSON & CO., LIMITED,
ALEXANDRA BUILDINGS.

BIRTH.

THOMPSON.—On October 11th, at Shanghai, to Mr. and Mrs. J. THOMPSON, a daughter.

MARRIAGE.

MORRIS.—DAFFIN.—September 16th, at Eastbourne, HAYLEY MORRIS, son of Henry Morris, of Shanghai, to DAPHNE DAFIN.

DEATHS.

HONG.—September 14th, at London, JOHN SMITH HONG, late of the China Mutual S.N. Co., aged 66.

KREMER.—On October 10th, at Wuchow (West River), Mrs. J. B. KREMER, wife of the late Captain Kremer, chief de la Garde Municipale de la Concession Francaise de Shanghai.

HONGKONG OFFICE: 10A, DES VOIS ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, October 17th, 1913.

In the expressive phrase of the Manila journals, there has been a typhoon in local politics since the arrival of the new Governor-General of the Philippines. "A new policy has been defined, the old order changed, and those who stood for it removed. Men who had given the best years of their lives to the policy that has made this insular Government known the world over for its efficiency and accomplishments were given to understand that the old policy was wrong and that they themselves were no longer wanted. Some quit, some were invited to quit; and one, unable to see the Governor-General, found but one meaning in the portentous omen. PEREZONIS, denied an audience by OSMAR, knew that his day was past and promptly committed suicide. These be less heroic times; the hapless Commissioner merely resigned." This is "One Week of Harrison" summarised by the *Coblenes*. The latest news from the Philippines is that the political typhoon has done its worst, and a disposition is shown by the American residents to make the best of it, on the principle that "what cannot be helped must be endured." Not much consolation can have been derived from a New York telegram saying, "It is understood that representations on the subject have been made diplomatically to the President through the

Foreign Embassies in Washington, and that orders will be given to call a halt for the time being." Any such action by the Foreign Embassies is so highly improbable that we may dismiss the report as untrue at once. Nothing has happened so far to give the Foreign Powers any excuse whatever to intervene. No intelligent person needs to be told that the American Government is free to make whatever changes it wishes in the Administration of the Islands as well as in the personnel of the Civil Service. The new Governor-General, acting in accordance with the wishes of the President of the United States, is evidently resolved to take a long step toward the "ultimate independence" of the Islands. All the old Commissioners but one—a Filipino—have resigned. The new appointments rest with President Wilson, but the Governor-General, in reply to a direct question on the subject, has stated that he is sure the Filipinos will have a majority on the new Legislative Chamber and he assumes that the proportion will be five Filipinos to four Americans. We gather from a statement issued to the Press by the Governor-General, in answer to a series of questions submitted by a Filipino newspaper anxious to know "up to what point the Filipinization of the Government service will be carried," that notwithstanding rumours to the contrary, no wholesale change is immediately contemplated in the chiefs of bureaux. One important change has been made, a Filipino being appointed head of the Bureau of Lands, in place of an American, and this change the Governor-General describes as "a substantial advance toward Filipinization," and one which will give the Filipinos "direct control over the conservation of the public lands."

Colonel McCort, Chief of the Customs Service, has resigned, but the Governor-General, while not prepared to say who will be appointed in his place, thinks it probable that, in view of the technical nature of the position, a technical expert will be selected in the United States. Since Civil Government was established in the Philippines, twelve years ago, the whole policy has been one aiming at the ultimate independence of the Islands. The only difference between the Republican and Democratic Administrations is one of time. The Republicans gave to the Filipinos a measure of autonomy in the Municipalities and Provinces and by setting up the Philippine Assembly six years ago they gave the native citizens a voice in the Central Government. Under the Democratic régime the Filipinos are to have the predominating voice in the Legislature. A Constitutional point of some interest has been raised in this connection. The following excerpt from the speech delivered by Mr. TAFT at the inauguration of the Assembly has been quoted:—"The Philippine Islands are territory belonging to the United States, and by the constitution, the branch of the government vested with the power and charged with the duty of making rules and regulations for their government is Congress. The policy to be pursued with respect to them is, therefore, ultimately for Congress to determine. Not only is transfer of sovereignty to an independent government of the Filipino people wholly within the jurisdiction of Congress, but so also is the extension of any popular political control in the present government beyond that conferred in the organic act." Such being the case, Mr. TAFT found it "embarrassing" to be asked to deal in any way with the "ultimate disposition" of the islands for the reason that he had "no authority to speak for Congress in respect to the ultimate disposition of the islands."

Mr. HARRISON, on the other hand, promises everything in the name of the President. It has been contended that in making what the Filipinos will naturally consider a definite declaration, President Wilson is encroaching upon the prerogative of Congress. "He is personally promising what he, personally, is unable to deliver, and should Congress for any reason fail to coincide with his views much harm may result." But, so far as we are able to judge, President Wilson can justifiably claim that he is acting within the limits of the Organic Act of 1902 whereby Congress, accepted the "avowed policy" of the Roosevelt Administration which was to establish popular government as rapidly as possible. Mr. TAFT, while in the Philippines, admitted that "as this policy of extending control continues, it must logically reduce and finally end the sovereignty of the United States in the Islands."

Congress would seem to have left it to the President to decide the rate at which that policy should be extended, and time must be left to prove whether President Wilson's measures are as hasty and ill-considered as they are now considered to be by almost every American having experience of the conditions existing in the islands.

Dr. Chang Chung-yuan, Chinese Financial Commissioner in London, has tendered his resignation.

A student at St. Stephen's College lost a double-cased gold watch valued at \$70 whilst playing in the School quad.

The final of the Open Lawn Bowls Championship is fixed to take place on Saturday on the Police Club green, Happy Valley.

Entries for the forthcoming Autumn Race Meeting at Shanghai show a slight increase over those of the corresponding meeting of last year.

We observe that the Society of Military Science in Peking has written a letter to the Premier, requesting that Confucianism be made the State religion of China.

St. Andrew's Ball Practice Dances will be held in the City Hall on Mondays, 10th, 17th, and 24th November. The Ball will be held on Friday, 28th November.

The Report of the Director of Public Works shows that plans were deposited for 138 European houses and 281 Chinese houses in 1912. The corresponding figures for 1911 were 39 and 151.

At the Magistracy yesterday, a Chinese who was charged with being in unlawful possession of 595 taels of opium was fined \$3,000, or six months' imprisonment. The drug was concealed in earthenware pots and a tin containing cooked food stuff.

The Ministry of Justice is reported to be making an investigation "regarding the authenticity of a petition alleged to be submitted by the merchants of Canton and Hongkong, in which they urged that the guilt of Sun Yat-sen be exposed."

A small fire broke out in the cook-house at No. 345, Queen's Road West, on Wednesday, through some shavings becoming ignited by sparks from the cook-house fire. The outbreak was extinguished by the police before any damage had been done.

The Hongkong Church Missionary Association advertise a meeting at St. Paul's College on Monday evening next to which everybody interested in Missionary work is cordially invited. Among the speakers will be Dr. Boutflower, Bishop of South Tokyo.

The following despairing paragraph is taken from a Japan paper:—Huang Hsing, Lich-chun and more than twenty others had a conference in Tokyo on Monday last and decided that in view of the present condition of the Government of China they would not raise any opposition, but they will engage themselves in educational pursuits, awaiting a more favourable time.

Sergt. Pincott and a party of police boarded the *Empress of India* yesterday and arrested two men for being in unlawful possession of arms. A Winchester rifle, an automatic pistol, 800 rounds of ammunition, and 400 caps were seized. The arms and ammunition were found concealed in a box which possessed a false bottom, and the ammunition was covered over with rain. The men were fined \$250 each, or three months' hard labour, at the Magistracy yesterday.

A Chinese-owned and Chinese-managed Fire and Marine Insurance Office, called The Eastern United Assurance Corporation, Ltd., with a capital of \$5,000,000, registered under the Straits Ordinances has been announced. Its head office is at Singapore, and branches are to be opened in all the principal trade-centres of the Near and Far East. Dr. Lim Boon-keng, Tan Jiah-kim, Lee Choon-guan, Cheong Que-tiam and many other leading Chinese in the Straits are on the board of directors.

FRENCH LINER'S MISHAP.

Through a leakage in the starboard condenser, the M.M. liner *Atlantique* has been unable to continue her journey to Shanghai and Japan, and has been moored off Kowloon Docks for repairs. Her passengers, 16 in number, were transferred to the German mail steamer *Kleist*, and it is expected that the *Atlantique* will remain in port until the scheduled time for her departure from Hongkong on the homeward journey.

THE CHINESE Y.M.C.A. "LAND CAMPAIGN."

A FINE ACHIEVEMENT.

The Chinese Y.M.C.A. Land Fund Campaign closed last night amid great excitement. Throughout the evening the various workers made their returns and at 9 o'clock the campaign was declared closed, when it was found that the day's work resulted in subscriptions amounting to \$3,713, and the total for the two weeks reached \$44,455. It is hoped that the balance of the \$50,000 needed will be subscribed shortly.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GREAT FIRE AT SHANGHAI.

THOUSANDS HOMELESS.

SHANGHAI, October 16th.

A devastating fire broke out at the Nanking refugee camp in Chapei, the northern suburb of Shanghai, this afternoon. The flames were unfortunately fanned by a high wind and it is estimated that a square mile of dwellings have been demolished.

The fire also took hold of dwellings inside the Settlement. At the time of writing the brigade seems capable of checking the spread of the conflagration, but it is estimated that from 15,000 to 20,000 people will be rendered homeless.

[THROUGH REUTER'S AGENCY.]

BRITISH ROYAL WEDDING.

IMPOSING SPECTACLE AT PRINCE ARTHUR'S NUPTIALS.

LONDON, October 16th.

The wedding of Prince Arthur of Connaught and the Duchess of Fife took place yesterday. There was an imposing spectacle at the ceremony at the Chapel Royal, St. James', at which there was a brilliant congregation of members of the Royal Family, Ambassadors, Cabinet Ministers, and representatives of all classes. The Archbishop of Canterbury officiated at the ceremony, and His Majesty the King gave away the bride. The Prince of Wales supported the bridegroom as "best man," and Princess Mary was among the bridesmaids.

ANOTHER RAILWAY SMASH IN ENGLAND.

SIX PEOPLE KILLED AND TWENTY-FIVE INJURED.

LONDON, October 16th.

A train crashed into the rear of an express at St. James's Station, Liverpool. A coach, carrying passengers for Hull, was shattered.

Five bodies have been recovered and 25 people have been injured, some very seriously.

Six persons were killed in the collision. Most of the injured passengers are foreigners who were returning from America to the Continent. Both trains were electrically illuminated and, as a consequence, there was no fire. The train was brought to a standstill at the mouth of the tunnel, a passenger having pulled the communication cord.

AFFAIRS IN THE BALKANS.

SANGUINARY FIGHT BETWEEN GREEKS AND TURKS.

VIENNA, October 16th.

The *Subotische Korrespondenz* publishes a telegram from Salonika reporting a sanguinary fight between Greeks and Turkish troops near Xanthi.

TURKS TO CLOSE THE DARDANELLES.

CONSTANTINOPLE, October 16th.

The Turkish Government, fearing a sudden raid by the Greeks, has decided to close the Dardanelles, except for two hours daily. It is believed that the exclusion of Greek subjects from Constantinople is contemplated in the event of further provocation from the Greek Government or the Press.

HOME TURF.

RESULT OF THE CÉSAREWITCH.

LONDON, October 16th.

Following is the result of the Cesarewitch:—

Fiz Yama	1
Grave Greek	2
Lavaine	3

Twenty-four ran. Won by a head, a length and a half dividing second and third, Saxby rode Rivoli, Wing rode Auctioneering, and McKenna Farakabad. Wagstaff, Fiz Yama, Dalmatian, Rivoli, Lavaine, Charlton, King Midas, and Fantasio were led by Grave Greek. At the distance, Fiz Yama drew away from the bunch, and, resisting a desperate challenge from Grave Greek, won an exciting race by a head. The favourite (Wagstaff) was fourth.

Betting:—50 to 1 against Fiz Yama, 100 to 8 against Grave Greek, 100 to 6 against Lavaine, and 7 to 1 against Wagstaff.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CARDIFF MINE EXPLOSION.

HEROIC RESCUE WORK.

LONDON, October 16th.

The rescue parties worked most heroically at the Cardiff pit throughout the evening. It was announced at midnight that they were mastering the fire. At one o'clock in the morning 20 men were found alive behind a fallen roof.

The fire has been extinguished and the rescue parties have renewed their desperate efforts to rescue the entombed men. Huge falls, however, further bar the way. The present position is:—

Dead	20
Missing	394

No less than thirty-eight bodies were discovered during a twenty-four hours' search, forty-nine have passed through the mortuary and 368 miners are still entombed.

MORE BODIES RECOVERED.

It is estimated that the dependants of the victims total one thousand, and the loss to the colliery company is given as nearly £100,000.

ROYAL SYMPATHY.

The Lord Mayor of Cardiff has opened a relief fund.

By command of the King, and the wish of Prince Arthur and his bride, the general public are being permitted to view the wedding presents at a charge of one shilling, the proceeds to be given to the Lord Mayor's fund. The Prince and his bride have telegraphed the widows and fatherless children as follows:—"At the moment of our great happiness our thoughts turn to you. We feel deeply with you in your sorrow."

THE "VOLTURNO" DISASTER.

CAPTAIN'S STIRLING NARRATIVE.

NEW YORK, October 16th.

Captain Inch, the master of the *Volturmo*, gives by wireless his story of the disaster. He says that the watch below was burned to death after a series of explosions in the forecastle. He swung out the boats, and two were smashed. The third was lowered to the water filled with cabin passengers, and this capsized, and then righted itself. The fourth, full of steerage passengers, was got off safely. The fifth was caught under the stern, and wrecked. He ceased getting out the boats after communicating with the *Carnegie*, and the flames had apparently become subdued. Subsequently, however, the fire got worse, and spread aft, but this was kept from the passengers, who were quiet all the night, while the Captain and the crew worked the night long to make rafts in case the fire broke out aft. When the passengers disembarked in the morning they were most orderly, and there was no panic.

UNITED STATES AND PRESIDENT HUERTA.

WASHINGTON, October 16th.

In view of the practical Dictatorship of President Huerta of Mexico, America has formally notified Mexico that she will not recognise the elections which are to take place on the 28th inst. as constitutional.

PENNY BEGGAR'S £400 A YEAR.

A *Daily Mail* correspondent, writing from the City, warns readers against an affluent-looking individual in a morning coat, well-pressed trousers, top-hat, and patent leather boots, who, he believes, is making a comfortable living by borrowing pennies. "When he came up to me outside the Bank," the writer states, "I took him for a stockbroker with a flourishing business, and when, with a charming smile, he asked if I would lend him a penny, the request took me completely by surprise. The sum was so trivial—if it had been greater I should have been suspicious—and the man who demanded it was apparently so prosperous and respectable that I immediately granted his request, presuming that he had accidentally left his money at home and required an omnibus fare. The man showed the manners of a gentleman, and he thanked me so courteously and in such a dignified manner that I felt quite pleased I had been of service to him. I have discovered, however, that other City friends of mine have also lent this 'gentleman' pennies, and there seems little room for doubt that the man is an impostor, and a clever one too. We have computed that two or three hours' work in the City and other places—for no doubt he goes on tour—would bring him in a comfortable income in pennies of from £350 to £400 a year."

SUPREME COURT.

Thursday, October 16th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. J. H. KEMP (PRESIDE JUDGE).

AN OBSCURE FIRM.

An action was brought by the Wing On Lung firm against the Tung Koo firm to recover \$1,000 balance due for pipes sold and delivered. Similar claims for \$900 were also made by the Kwong Cheung firm and on the Wing Tai Tung firm.

Mr. Jackson (of Messrs. Johnson, Stokes & Master), appeared for the plaintiff firms and explained that a difficulty had arisen on account of the handing in of a document, the purport of which was by no means obvious. This document had been drawn up by defendant's widow and nephew, the business having been carried on by the widow since her husband's death. This document contained the estimated amount of defendant's liabilities—\$4,000—and also a clause which went to show that the defendant firm was prepared to pay creditors at the rate of 45 per cent. This document, Mr. Jackson explained, had been issued by the widow and nephew to all the creditors and had been signed by the several plaintiffs in that case. The question thus arose as to what the effect of the agreement or document was. Mr. Jackson contended that the document could have no bearing upon any action which would be taken. Though defendant was now dead, it would appear that he was sole partner in the Tung Koo firm, and he held that plaintiffs were entitled to sue the present firm—which was composed of defendant's widow and defendants. Notwithstanding defendant's death, it was the clear duty of the representatives of the deceased to come to the Court and apply for letters of administration, or probate, as the case might be.

"So far as we are concerned," added Mr. Jackson, "this document is absolutely worthless. We cannot take any steps, as the document provided no machinery whatever for collecting the debts. It is a mere empty promise. There are considerations on one side but not on the other." A step which could be taken, the solicitor suggested, was that the assets should be placed in the protection of the Court by taking proceedings in bankruptcy.

His Honour enquired of Mr. Jackson whether he was not entitled to sue the firm carrying on business.

Mr. Jackson—We are not supposed to know who the defendants are. All we can say is that some persons are carrying on business in the name of the firm. Until we issued the writs we did not know the defendant was dead, and we do not know to-day if he was the sole partner. Although this document agrees to pay us 45 per cent, we have no machinery for getting the money in. Some of the debtors of the firm have refused to pay, giving as their excuse the discovery that it is only a one man firm. Mr. Jackson concluded by remarking it was within his Lordship's province to elaborate the document, and to appoint a trustee who could collect the debts incurred by the defendant, and who would also be in a position to sue various debtors. He personally could take out letters of administration, but then "that document" would be thrown in his teeth.

His Honour said he experienced difficulty in giving judgment in the case, for it concerned a man who was dead, and a firm which presumably did not exist.

Mr. Jackson said he appreciated these views and suggested that the proper course was for the creditors to take out letters of administration.

His Honour again emphasised the difficulty of such a course in view of the fact that "the firm" was of such doubtful significance, and it was eventually decided to adjourn the case *sine die*. Meanwhile an endeavour will be made to arrive at some definite arrangement.

THE PANNIER SKIRT B.C.

MODERN DRESS OF WOMEN OF ANCIENT EGYPT.

Some modern fashions are thousands of years old. That was one of the curious facts brought to light by a scientist in the later stage of the proceedings of the British Association at Birmingham.

Mr. G. A. Wainwright, in reconstructing from the Egyptian monuments the history of the people of Kefnu and the Isles, mentioned a kilt which he likened to the ultra-modern slashed skirt. The wearer had a remarkably narrow waist, but that was not the habit of the time; it was due to the scratching away of some paint in the crude representation.

Professor J. L. Myers, an eminent authority upon the archeology of Cyprus, who is about to start upon extended explorations in that land, said that in the seventh century B.C. the ladies wore pannier skirts.

CANTON NOTES.

[FROM OUR OWN CORRESPONDENT.]

CANTON, October 4th.

ENTERTAINMENT.

Governor-General Lung entertained the various Consuls on Saturday afternoon. The Administrator, General Lung Kan Kwong and the Chief of Police were amongst the officials present. The speeches made by the Consuls on the occasion were interpreted into Chinese and appropriately replied to by the Consul, and a most harmonious spirit is reported to have pervaded the little gathering. Afterwards there was a cinematograph show.

FORTIFICATION OF THE CITY.

The construction of an iron gate in the western end of Tak Suen Street, which was deemed necessary for the protection of the Tuhua Yamen, has been finished, and work has been commenced on the building of a block-house in the Northern extremity of Yuet Sau Street. The erection of another block-house on the Koon Yum Hill is also being proceeded with.

SOLDIERS FOR KOCHOW.

Yesterday afternoon a large detachment of Chai Kwan soldiers commanded by Captain Ma embarked on junk bound for the Kochow district, whither, it is reported, they have been dispatched to suppress brigandage.

SEDITIOUS JOURNALS.

The Police Department, acting under the instructions of the Civil Administrator, yesterday ordered the *Yuet Shing Po*, *Kung Lun Po* and *Mun Che Po*, of Canton, and the *Shun Po* and *Shut Po*, of Hongkong, (daily newspapers), to cease publication for ever. The direct cause of this action on the part of the Government is not known, but it seems probable that the charge preferred against these journals is that of publishing seditious articles during the short-lived independence of Kwangtung. If this is the case, the journals in question are rather unfortunate to have been singled out for penalty, as all the newspapers were then compelled to insert nothing but the news supplied by the rebel Government.

LOCAL SPORT.

CRICKET.

The following will represent the Hongkong Club in a friendly match with Kowloon Cricket Club at Kowloon on Saturday next, play to commence at 2.15 p.m.—T. E. Pearce (Capt.), R. N. Anderson, C. H. Buckingham, A. A. Claxton, P. H. Cobb, D. E. Donnelly, A. L. Gace, M. M. Maas, S. S. Moore, G. Norrington, and A. N. Other.

POLICE RECREATION CLUB ANNUAL MEETING.

The annual general meeting of the Police Recreation Club was held on Wednesday, Chief Inspector Gourlay presiding over a fairly large number of members.

The report and statement of accounts were presented and passed, and the following officers were elected:—President, Mr. Molvor Messer (Vice Mr. F. J. Badesley); Vice-Presidents, Mr. P. P. J. Wodhouse and Mr. T. H. King; Captain of the Club, Mr. T. H. King; Captain of League Cricket Team, Sergeant Kent; Captain Football XI, P. C. Swan; Hon. Secretary, Inspector Withers; Hon. Treasurer, Sergeant Kent. It was stated that the Club had managed to pay its way comfortably, and a sum was placed in reserve for the erection of a new stadium if by any chance the present structure was destroyed. The number of members totalled 102 while there are 170 in the Force. Votes of thanks were accorded the officers for their past services.

GOLF IN BANGKOK.

EIGHTEEN HOLE COURSE TO COST TOS. 30,000.

The rapidly increasing number of players at the Sports Club has rendered it necessary to extend the present course. A plan has been drawn up by the Green Committee of the Golf Section of the Sports Club, which not only provides for an 18 hole course, but also permits of a short 9 hole approaching and putting course. The ground outside the race course rails, extending from the Gun Club iron screens to the new tennis courts, is not made use of except for the 4th tee, which remains as at present, but the whole line would have to be removed from their present site.

Another feature of the proposed plan is that the additional holes, while being made, will in no way interfere with play over the present nine-holes.

The question of cost has not yet been fully gone into, but it is roughly estimated at Tos. 30,000.

This would allow of the 18 holes being available for play on 1st May, 1919.

Additional bunkers and other improvements to the existing 9 holes, it is estimated, would cost another Tos. 5,000.

SHIPPING NOTES.

At the recent half-yearly general meeting of the shareholders of the Toyo Kisen Kaisha the following accounts were approved:—

Brought forward	Yen 4,487
Profit	442,830
Disposal:	
Reserves	Yen 23,000
Dividend	418,000
Carried forward	8,017

In connection with the recent serious fire on board the Hamburg-America str. *Preussen*, homeward bound from China and Japan and which put into Malta with cargo in holds Nos. 4 and 5 damaged in consequence, it is mentioned in a London paper that part of the cargo had to be jettisoned and the remainder is stated to have suffered considerable damage. The *Preussen* was insured against "total loss only," and salvage charges for 25 per ton, which is roughly £40,000. The value of the cargo on board was not definitely known, but would be anything up to £200,000.

From their yard at Greenock on 13th ult. Messrs. Caird & Co. launched another steamer for the Peninsular and Oriental Steam Navigation Company. The vessel, which was named *Berrima*, is intended for the company's branch service to Australia, via the Cape. She is a sister ship to the *Beltana*, *Hallarat*, and *Benalla*, and the last of the five vessels of "B" class, all of which have been built by the Messrs. Caird for that route. The *Berrima* is a handsomely modelled vessel of 11,000 tons, and is classed 100 A1 at Lloyd's.

On 15th inst. a tour of inspection of the Manchester docks was made by Capt. K. Yazawa, who was formerly a captain of one of Messrs. Mitsui & Co.'s steamers, but is now a representative of the Communications Department of the Japanese Government. Captain Yazawa, says the *Manchester Guardian*, did not attach much importance to the Anglo-Japanese shipping rivalry which has been recently commented upon. Meanwhile Japanese shipping companies are said to be buying up all the good tonnage that is for disposal in Far Eastern waters. In view of the fact that the Government has now decided upon a drastic reform of the subsidy system it is believed that some of these concerns will be placed in an awkward position. Nothing definite is yet known about the proposed Japanese service to Manchester and other ports on the West Coast—the first Japanese venture of the kind—but it is understood that the arrangements are already well advanced. In view of the opinion of Captain Yazawa, it would seem that the opinions expressed have been a little premature.

Touching on the new Australian shipping law which has been sanctioned by King George and which will shortly be brought into force, the *Jiji Shimpō* observes—according to a translation by the *Japan Mail*—that as a result of the enforcement of the law the Nippon Yusen Kaisha among others will have to give up its subsidised Australian service. The loss the shipping company will suffer in consequence, however, will be small, since the profit of the company from its coasting trade in Australia is insignificant. So far as private shipping companies in Japan are concerned, it will be an impossibility for them to continue their Australian services, for although not actually prohibited, to fulfil all the conditions specified by the new law means a very heavy drain on their purses. In this case, too, however, the loss to which these tramp steamers will find themselves subject will be very small, most of them being employed for the transport of Australian coal abroad. Pending the publication of the details of the law, nothing definite can be pronounced, but it appears that the new regulations have no anti-alien feeling. Provided the Australian Government endeavours to maintain fairness in all its dealings, the revised shipping regulations, if enforced in the near future, will by no means seriously affect the interests of Japanese shipping enterprises. The *Jiji* expresses the opinion that in such a new country as Australia, which is conspicuous for its want of labour as well as vessels, the policy of the "open door" would have proved more advantageous. Viewed in this light the law must be regarded as self-restricting, and may possibly be modified at an early date.

Some parents seem unable to resist the temptation to make a joke with the Christian names of their children. The Somerset House registers testify to the existence of a Mr. Mineral Waters, a Frosty Winter and an Alfred Day Weeks. There is something to be said in favour of naming children in the order of their arrival—Primus, Secundus, &c.—but it is unfortunate for a well-known Canadian named Cumber that it should have fallen to his lot to be Quintus. His name is always appearing in the papers as Mr. Q. Cumber.

CHINA'S PRESIDENT.

THE PROVISIONS OF THE LAW OF ELECTION.

The following translation of the law regarding the election of President of the Chinese Republic is taken from the *Peking Gazette*:—

Art. 1.—A citizen of the Chinese Republic, who is fully entitled to the right of suffrage, has reached the age of 40, and has been residing in China for fully ten years, is eligible as President.

Art. 2.—The President shall be elected by an electoral college for the President organized by the members of the National Assembly of the Chinese Republic.

With regard to the above election, it shall take place by an attendance of two-thirds of the member of electors, and it shall be done by secret ballot. The person who obtains three-fourths of the votes of the voters will be elected and should there not be sufficient votes after two attempts at election have been made, the two persons who obtain most votes shall be voted for, and the one who has the majority of votes shall be elected.

Art. 3.—The period of office of the President shall be five years, and if re-elected he may hold office for one more term.

Three months previous to the expiration of the term, the members of the National Assembly of the Republic shall convene and organize by themselves the electoral college to elect the President for the next period.

Art. 4.—When the President takes up his post he shall make an oath as follows:—"I hereby swear that I will most sincerely obey the Constitution, and faithfully discharge the duties of the President."

Art. 5.—Should the post of the President become vacant, the Vice-President shall succeed him. Should the President be unable to discharge his duty for some cause, the Vice-President shall act for him and should the Vice-President vacate his post at the same time the Cabinet shall officiate for the President, but at the same time the members of the National Assembly of the Chinese Republic shall convene themselves within three months to organize an electoral college to elect a new President.

Art. 6.—Should the election of the next President or Vice-President be postponed for any cause, or having been elected should they be unable to be inaugurated, the President and Vice-President whose terms have expired shall quit their posts and the Cabinet shall officiate for them.

Art. 7.—The election of the Vice-President shall be according to the fixed regulations for the election of the President, and the election of the Vice-President shall take place at the same time when the President is elected. Should there be a vacancy for the Vice-Presidency a Vice-President shall be elected according to the provisions made in the above. His term shall be to fill up the unexpired term of his predecessor.

Notice.—Before the completion of the Provisional Constitution, with regard to the duties and privilege of the President the Provisional Constitution regarding same shall temporarily be followed.

PRACTICAL PATRIOTISM.

A REMINDER OF IMPERIAL DUTIES AND OBLIGATIONS.

A correspondent in British North Borneo sends to the *Financial News* the following communication:—

"How is it that when it comes to the practical patriotism that believes in supporting one's own flag and country, and all that pertains to same, we Britishers are so far behind nearly every other nationality? The more one sees of the world the more this fact is to be noted. In the matter of travel itself a German will resolutely stick to a German line, a Frenchman to a French steamer, and a Japanese to a Japanese steamer, even though this entails waiting, transhipping, or even more expense; but the Britisher rarely troubles to give such a thing a moment's thought, but just takes the line that he happens to think about, or that first strikes his eye in the newspaper. If the question be raised, he will fall back on a long riddle about the rottenness of this line, the lack of attention of that, and so on, as though every British line were a back number, and only foreign lines were fit for a Britisher to travel by."

"One actually hears Britishers running down their own lines in the saloons of foreign vessels, based in the great majority of cases, on nothing more solid than 'hearsay.' British lines are not decadent, or they surely would not hold the enviable position they do. When it comes to one's own Army, Navy, merchant service, or manufactures, does one ever hear men of other nationalities publicly depreciating their own country as do we British?"

"The same condition of things obtain in regard to shopping. Take Shanghai or Singapore or any big Eastern port, and you will find a Frenchman will purchase every article he possibly can from a French shop—even though doing so involves, as it frequently does, much extra trouble. A German unhesitatingly purchases from his countrymen, a Swiss will know if a fellow-countryman has a shop, and go there for what he wants, and all will induce others to do the same; but we Britishers just pop into the first place, French, Dutch, or Japanese, and get what we want—without a second thought."

"It is not that other nationalities think about the matter—it is a natural nature. It follows naturally to them to support their own countrymen, just as naturally as it does to the average Britisher not to think of any such thing! Tackle him on the subject, and he will mumble something about being cosmopolitan, or broadminded, or something equally feeble. It should be a matter of national pride to stick to one's own people in every shape and form possible."

"Let any reader consider the question for a moment, and conviction follows. It is not done intentionally, but simply and solely for want of thought. 'Wake up! England! Our King has said; and this is one very practical form of 'Waking up' particularly necessary in the Far East—and perhaps at home."

FESTIVITIES IN PEKING.

MANCHOU PRINCE'S ADDRESS.

MRS. YUAN'S RECEPTION.

PEKING, October 11th.

The address which was read at the inauguration of the President yesterday by Prince Pu Lun, representing the Emperor Hsuan Tung, was as follows:—

"I, the Taching Emperor, have the honour to present this congratulatory letter to the first formal President of the Republic of China. After the commencement of the Republic, the late Empress Dowager became most anxious concerning the condition of the people. Her Majesty unhesitatingly ordered the cessation of hostilities and issued an edict handing over the administrative powers of the country to the Republican Government to be presided over by a suitable man such as yourself with a view to establishing the first East Asian republic."

"Now the Emperor is glad to learn that your Excellency has been elected formal President in accordance with the Election Law. This shows that the Five Races entirely trust you and believe that you are the only suitable man at this critical moment."

"Moreover, all the Treaty Powers will also be glad if under your able administration China prospers and western reforms are actually introduced into the Republic."

"I sincerely hope that henceforth the Republic will be governed by the Constitutional Government in the strict sense of the word in order to place China upon an equal footing with the nations of the world and lay the Republic's foundations upon a firm basis to the advantage of the Five Races."

"In order to celebrate the day, I, the Taching Emperor, specially delegate, Bolet Pu Lun, my representative, to convey this congratulatory letter."

Prince Pu Lun then presented a personal address to the President. Yuan Shih-kai, replying, said:—"The President thanks the Taching Emperor for sending Prince Pu Lun to present a congratulatory message. The President hopes the Republic will prosper hereafter, that the people will become rich, and that the nation will become respected by the Powers and so bring comfort to the Emperor."

The entertainment at the Waichiaopu last night was most brilliant. There was a blaze of uniforms of numerous nationalities. Fifteen hundred guests attended and the festivities did not end until the small hours of this morning.

President Yuan Shih-kai contracted asthma yesterday and suffered during the night, but this morning his health was improved. To-day he is entertaining the Foreign Ministers to luncheon.

FOREIGN LADIES AT PALACE.

The reception given by Mrs. Yuan this afternoon was brilliant success. Guests entered the Palace by the South Gate and were rowed across the lake, past the island where the Emperor Kuang Hsu was imprisoned, and landed near the entrance to President Yuan's residence. They entered a grand pavilion in which Mrs. Yuan received them. President Yuan arrived later and shook hands with all the ladies. He appeared to be in excellent spirits and quite recovered from his indisposition. Bands played at various points round the residence. Elaborate refreshments were served, after which the guests strolled round the beautiful grounds and through the ancient halls of the palaces, kiosks, grottoes and shady retreats with which the grounds abound, brilliant sunshine falling upon the golden roofs and placid waters of the lakes lighting up the magnificent scene with rare effulgence. Visitors were charmed by the courtesy and cordiality of their reception.

Numerous other entertainments are being held throughout the city, which is thoroughly en fête.—*Reuter*.

OPIUM BURNING IN PEKING.

On Saturday afternoon, October 4th, reports the *Peking Daily News*, the fifth monthly opium meeting was held at the District Primary Court in Peking. General L. Chang, President of the National Prohibition Union, and Rev. E. W. Thwing, Secretary of the International Reform Bureau, were invited to be present. A fire was made in the street in front of the court entrance and quite a quantity of pipes, lamps, jars, containing prepared opium, knives, trimmers, and other smoking utensils, together with several packages of crude opium were consumed in the flames. This represents the seizures during the past month in the third district of Peking. There were some very fine pipes in the lot, but most of them, however, were from the poorer smokers, as it was explained that it was very difficult to discover the wealthy opium smoker. On examination of the list of the fines imposed it was discovered that most of the opium smokers, besides losing their smoking outfit, had to pay \$100. Some fines, however, were only one dollar, and others were as high as \$700. These fines are sent to the Board of Justice, and from there they are turned over to the Board of Finance. The fine of \$700 was paid by a very rich man, who had entered a complaint against some one for stealing in his house. When the matter came to be investigated by the Court, his opium smoking outfit was also discovered and so he had to pay for his secret habit. In these wealthy homes they frequently have large quantities of opium hidden away, and it is very hard for the police to discover it unless some case like this comes up.

THE REBELLION COSTS CHINA

\$19,000,000.

From the *Peking Daily News*:—"The special quarter-master and commissary Bureau of the Army which was established at the beginning of the recent rebellion for the distribution and examination of military funds has submitted a final statement of funds beginning from the commencement of the revolt up to the present date to the Ministry of Finance at the latter's request. The total amount of money spent during the late disturbance, according to the final statement, is more than 19,000,000 dollars."

PLAQUE IN JAVA.

PLANS TO PREVENT SPREAD OF INFECTION.

SUGGESTED BARRIER WALL.

The attempt to combat the plague in Sourabaya by the destruction of rats has had to be given up as futile, says the *Sourabaya Handelsblad*. It has cost a great deal of money and it has been found impossible to exterminate these rodents. The medical authorities have noticed that such districts, as, for instance, Malang, Kediri and Madien, which get their rice from Sourabaya, are veritable hotbeds of plague, whilst others (not far removed from Sourabaya) that do not get their rice from this source are free from the disease. Such plague free districts are Probolinggo, Banjoewangi and other places in the East end of Java. Tjipoer and Rembang that also get their rice from Sourabaya have remained uninfected. The medical authorities are therefore forced to the conclusion that the plague is spread by the transport of rice from an infected place. It is hoped that by the disinfecting of trucks containing rice and similar food stuffs attracting rats, something might be done to check the spread of the disease.

But there exist other plans to prevent the introduction of the plague from East to West Java. These plans are not new, but owing to certain difficulties that have to be surmounted they have had to be considered for some time. The main idea is to build a separating wall from the outermost boundary of the already infected region, that is, to the west of those places where plague infected rats have been found, right through Java, from north to south. Of course, there will be enormous difficulties in a work of this kind. In the first place, it would be necessary to determine the true boundary which would separate the plague infected region from the rest of Java. Dr. de Raadt, the chief of the medical corps entrusted with the work of combating the plague, will during his stay in middle Java, endeavour to determine this boundary. Middle Java itself, one might say with certainty, is plague free. When once the boundary has been determined with certainty, the most difficult task then would be to make the track along which the wall would have to be built. This wall would have to be so laid that it would not come to any river, however small, for in that case, even if the wall extended a little way into the river, rats could very easily swim round it. At present the authorities believe they have found a good route for the wall, to the west of Semarang. This will run over the crest of the Soembaing to the south coast. An advantage of this is that the wall need not be carried to the top of the mountain range, for at a certain height there exists no food for rats, which will therefore never be found so far up.

If the plague boundary is more to the west of the proposed route, then the wall line would have to be longer than the one now in view, as a great circuit would have to be made to avoid the rivers. It is estimated that the length of the whole line would be between 200 and 250 kilometres. With regard to the wall itself, the following is suggested. The wall would be let half a metre into the ground. A portion of this part would be made of cement concrete. The wall would be raised above the ground to a height of about 30 inches, and would probably be made of sheet iron. Where the railway and tram lines cross the wall a sort of gateway would be placed where of course a gate-keeper would have to keep watch.

This is the scheme which the medical and technical experts who are endeavouring to exterminate the plague are taking into consideration. Of course, a rat may occasionally get on the other side of the wall, but the medical experts are agreed that an infected rat is soon abandoned by fleas (which transmit no disease) when it leaves its nest, so that there is no danger of spreading the plague by a stray rat or two. Many difficulties will have to be got over before the wall can be built. Kampongs may have to be shifted, and many undertakings whose lands may be cut into two portions which would be entirely separated from one another would have to be compensated. The cost of the wall, needless to say, would run into hundreds of thousands of guilders. On the other hand, West Java will almost certainly be protected against the spread of the plague from the Eastern portion.

Meanwhile the authorities await Dr. de Raadt's report. When this has been handed in, a survey will be made by the technical experts to fix the track along which the wall will proceed.

SIR RICHARD DANE OBJECTS TO FOREIGN SALT.

The Commissioner of Salt in Fengtien has recently entered into a contract with a Japanese firm for a regular supply of salt for the districts under his jurisdiction. This contract is reported to have come to the notice of Sir Richard Dane, who has expressed his strong disapprobation. The Bankers have accepted the Salt Gabelle as security on the strength of its monopoly, but if foreign salt is permitted to be imported into China freely, the Gabelle will lose a good deal of its value. Sir Richard is alleged to have said that unless the Fengtien contract is cancelled the Bankers will make a strong representation to the Chinese Government.—*Peking Daily News*.

"MRS. MURPHY" ON LOVE.

"Love's like London. You don't really know nothing about it unless you've been there, and, what's more, been there some time. Same with love. If you ain't been there, you can't properly know. It's not to be expected. Love's the poppinest game on earth, but it ain't got no rules. Takes different folk different ways. If you catches my meaning. It's like a sort of force as may blow the kitchen boiler through your drawing-room windows and lift the roof off, or it may turn into the electric light and brighten your happy home for years. In my experience, though not laying down no law for others, I should say it were mostly boiler." (From Barry Pain's "Mrs. Murphy.")

THE OPIUM MARKET.

INDIAN GOVERNMENT'S ACTION CAUSES UNCERTAINTY.

CALCUTTA, September 23rd.

The announcement that the Government of India has decided to increase the number of chests of uncertified opium at auctions next year from 575 to 1,000, or in all 13,200 for the year, has come as a surprise to opium merchants in Calcutta, and the market is in consequence very quiet. A large number of merchants anticipated a further reduction in the number of uncertified opium chests offered at auction sales. Merchants are apprehensive that there may be a sudden fall in the price of opium, involving some of them in heavy losses. What adds to the danger of the situation is the uncertainty whether markets abroad can absorb the increased stocks which India will offer next year.

A WONDERFUL TOWN.

Lecturing at the London Salon of Photography in Pall Mall East, Mr. James Shaw said that the town of Rothenburg, in Bavaria, in which he had recently spent some time, was a model in the way of municipalities. Should a business be on the point of leaving the town, the town itself would guarantee the necessary money in order that the disaster to local industry might be averted. Recently the town had in this manner financed a baby-car manufactory.

There was neither a workhouse nor a vestige of a slum in Rothenburg, and the labourer, the artisan, the professional man, and the nobleman lived next door to each other in the same street.

INTIMATIONS

THE COMING

WHISKY

OF THE FAR EAST.

JOHN HAIG'S GLENLEVEN.



"My Favourite Drink."

SAMPLES ON APPLICATION

SOLE AGENTS:

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

[3]

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS.)

CUTLERY.

From the

SOLE AGENTS

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATEAU ROAD.

[4]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binnings, etc., should be addressed: Daily Press, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

NEW ADVERTISEMENTS

HONGKONG CHURCH MISSIONARY ASSOCIATION.

EVERYBODY interested in Missionary Work is cordially invited to attend a MEETING of the above Association at St. Paul's College on MONDAY next, the 20th inst., at 5.30 p.m. The Meeting will be addressed by Bishop Boydell and others.

THE COMMITTEE.

Hongkong, 17th October, 1913. [126]

TO LET.

FURNISHED. 2. STEWART TERRACE. UNFURNISHED. No. 3, MOUNTAIN VIEW.

Apply to—DENISON, RAM & GIBBS.

Hongkong, 17th October, 1913. [27]

NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the godowns and/or extra berths of the Godowns of the Hongkong and Shanghai Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON 10-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 30th inst., at 9.30 a.m.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 16th October, 1913. [14]

WANTED.

JUNIOR ARCHITECTURAL ASSISTANT.

Apply in first instance by letter to—

Care of "Daily Press" Office.

Hongkong, 16th October, 1913. [1213]

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

SCIENTIFIC SESSION.

A PAPER will be read at the Institute on TUESDAY, the 21st inst., at 9 p.m. by J. S. GANDER, Esq. (Member), on "OIL FUEL FOR MARINE BOILERS."

Chairman, J. McCUBBIN, Esq., President.

Hongkong, 16th October, 1913. [1212]

MINISTERING CHILDREN'S LEAGUE.

GRAND BAZAAR.

in aid of Local Charities for Children to be held at THE VOLUNTEER HEADQUARTERS.

(By kind permission of the Commandant and Officers, Hongkong Volunteer Corps).

On SATURDAY, OCTOBER 18th, at 2.30 p.m.

UNDER the Distinguished Patronage of His Excellency MR. CLAUDE SEYMOUR and to be opened by LADY REES DAVIES.

ENTRANCE 25 CENTS.

CINEMATOGRAPH.

Comic and Interesting Films kindly supplied by the Victoria Cinematograph.

VARIETY ENTERTAINMENT.

50 CENTS and 25 CENTS.

TOYS AND FANCY ARTICLES, LACES, SWEETS, TEA.

Hongkong, 14th October, 1913. [1207]

JUST UNPACKED!

FINEST Quality "DELHI DUREAR"

and "DUCH. SS" Suits and Mouselines.

Black and Coloured for Dress and Evening Wear.

Guaranteed well worth well.

Inspection earnestly solicited.

HOOSAIN-ALI & Co.,

10, D'ARVILLE STREET.

Hongkong, 15th October, 1913. [45]

PUBLIC COMPANY

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE TWELFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, 8, George Street, Building No. 8, Commercial Road, Victoria, TO-MORROW (SATURDAY), 18th October, 1913, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July, 1913, and electing a Committee of Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 15th, until SATURDAY, the 18th October, 1913, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 9th October, 1913. [158]

INTIMATIONS

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the premises of that Company, Peddar Street, Victoria, in the Colony of Hongkong, on SATURDAY, the Twenty-fifth day of October, 1913, at 12 o'clock Noon, when the following Resolution will be proposed:

That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof—

10A. "The Company shall pay Dividend, in respect of any existing or new Shares of the Company, in proportion to the amount paid up on each Share where a larger amount is paid up on some Shares than on others."

Should the above Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board of Directors, J. R. TAGGART, Acting Secretary.

Dated this 15th day of October, 1913. [1205]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the Club will be held on WEDNESDAY, the 23rd October, 1913, at 12 o'clock Noon, at the Offices of the Jockey Club, on the Grand Floor of the Hongkong Club Annex, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 16th October, 1913. [1211]

NOTICE.

WE have much pleasure in announcing to one Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date style in a location at the corner of Queen's Road Central, lately occupied by Messrs. H. Rattone & Son, where we are displaying an entirely new, handsome and gorgeous stock of SILK GOODS and JEWELLERY WARE of all descriptions in a variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Choice and Elegant Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [207]

TO LET

TO LET.

WHOLE or HALF-PART of the European Residence No. 176, Queen's Road, East, from 1st November, 1913.

Apply—N. MODY & Co., 54-56, Queen's Road, Central.

Hongkong, 16th October, 1913. [1214]

TO LET

"RANFURLY," No. 11, Conduit Road.

GODOWNS, 94, Wanchai Road, 102, Praya East.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st October, 1913. [118]

TO LET

NO. 4, WOODLANDS TERRACE.

From 1st November.

Apply to—P. A. XAVIER, Care of Hongkong Printing Press.

Hongkong, 15th October, 1913. [1206]

TO LET

MERION, Nos. 9 and 10, PEAK, Unfurnished, 6 Rooms. Cheap rental, from 1st December. Newly Painted and Colourwashed.

ROGATE, Austin Road, Kowloon. Unfurnished.

No. 38, PEAK, MOUNT KELLET (Church Mission Society Hongkong), from 1st October, 1913, till 30th May, 1914. Partly furnished. Cheap rent.

FOR SALE OR TO LET.

(From 1st November, 1913.)

No. 1, GOUGH HILL, No. 103, PEAK. Bengali, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.

"LADDOCKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Gardens and Tennis Court. Accommodation for 30 Persons.

Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 10th October, 1913. [94]

INTIMATIONS

LANE, CRAWFORD & Co.

FOR MEN'S

BOOTS and SHOES

WE HAVE JUST RECEIVED A NEW STOCK COMPRISING THE LATEST SHAPES AND LEATHERS FOR THE COMING SEASON.

"OAKMORE"

BRAND

ENGLISH

MADE.



"WALK-OVER"

BRAND

AMERICAN

MADE.

\$10.00 \$12.00 \$12.50 PER PAIR.

EVERY PAIR GUARANTEED.

PATENT DRESS SHOES.

MCGREGOR FOOTBALL BOOTS.

LANE, CRAWFORD & Co.

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " " QUARTS.

HONGKONG AGENTS:

MACWEN, FRICKEL & Co.

NOTICE.

FRASER & NEAVE'S AERATED WATERS.

The Public are hereby informed that—

Messrs. HOPMEI & Co.,

74, CONNAUGHT ROAD, WEST.

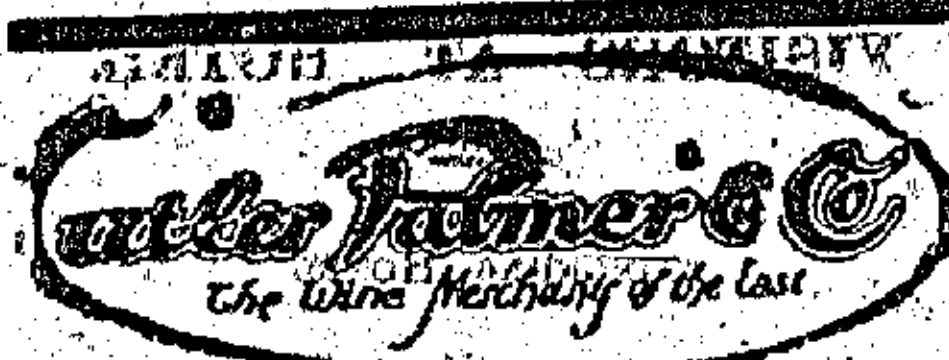
Have been Appointed Sole Agents in Hongkong for the Sale of Messrs. FRASER & NEAVE'S CELEBRATED AERATED WATERS.

Shipping, Private Families, Hotels and Contractors Supplied at Moderate Rates.

All Orders will receive our best and prompt attention.

HOPMEI & Co., 74, CONNAUGHT ROAD, WEST, HONGKONG.

Hongkong, 3rd October, 1913. [115



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.
UNVARYED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. str. *Nile* sailed from Yokohama for Hongkong via Manila on the 16th October. The mails were transferred to the N.Y.K. str. *Tango Maru*, due to arrive at Hongkong on the 20th October.

THE AUSTRALIAN MAIL.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Melbourne for this port via ports on the 24th September, and is expected here on the 20th October.
The E. & A. str. *Aldenhurst* left Sydney for this port via Queensland Ports and Manila on the 27th September, and may be expected to arrive here on the 20th October.

The E. & A. str. *Empire* left Sydney on the 12th October, for this port via Queensland Ports, Port Darwin and Manila, and may be expected to arrive here on or about the 5th November.

MERCHANT STEAMERS.

The P. & O. str. *Nubia* left Singapore for this port on the 18th October, at noon, and is due here on the 17th October, at about 5 p.m.

The H.A.L. str. *Albatross* left Singapore on the 15th October, p.m., and may be expected here on or about the 18th October, a.m.

The H.A.L. str. *Hoerde* left Moji on the 13th October, p.m., and may be expected here on or about the 18th October, a.m.

The N.Y.K. str. *Katori Maru* (European Line) left Yokohama for this port via ports on the 8th October, and is expected here on the 20th October.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port on the 8th October, and is expected here on the 20th October.

The N.Y.K. str. *Tango Maru* (Australian Line) left Yokohama for this port via ports on the 11th October, and is expected here on the 20th October.

The str. *Japan*, from Kobe, left Moji on the 15th October, a.m., and may be expected here on or about the 20th October, a.m.

The str. *Sambia* left Singapore on the 15th October at noon, and may be expected here on or about 21st October, a.m.

The N.Y.K. str. *Mishima Maru* (European Line) left Colombo for this port via Singapore on the 9th October, and is expected here on the 22nd October.

The N.Y.K. str. *Shidzuka Maru* (American Line) left Seattle for this port via ports on the 22nd September, and is expected here on the 26th October.

The Swedish East Asiatic Co.'s str. *St. Helena* left Port Said on the 8th October, and is expected to arrive here on the 3rd November.

The N.Y.K. str. *Tamba Maru* (American Line) left Seattle for this port via ports on the 7th October, and is expected here on the 9th November.

The Mogi Line str. *Lokian* sailed from Union Kingdon on the 13th September for Hongkong via the Straits.

The Barber Line str. *Saint Patrick* sailed from New York on the 12th September for Hongkong.

The str. *Glenloch* passed the Suez Canal on the 30th September, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hapang, from Chingwangtao, is due in Hongkong 18th October.
Katsung, from Singapore, is due in Hongkong 19th October.
Chungang, from Sourabaya, is due in Hongkong 22nd October.
Kumang, from Calcutta, is due in Hongkong 24th October.

SHINE LINE, LIMITED.

Den of Airie, from London, is due in Hongkong 18th November.
Vestala, from Moji, is due in Hongkong 21st October.
Kwangang, from Shanghai, is due in Hongkong 23rd October.

ON SALE

"HONGKONG DAILY PRESS" OFFICE.

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE \$1.

Hongkong, 6th October, 1913

THE RUBBER POSITION AND THE REMEDY.

DIRECTORS OF THE MALACCA PLANTATIONS TAKE ACTION.

DEFINITE MOVEMENT TO FORM A CENTRAL SELLING AGENCY.

We are able to announce, says the *Financial Times*, a very important step forward in the movement for the establishment of a Central Selling Agency for plantation rubber. The proposals for the formation of which were first put forward in our columns on the 10th instant. It will be seen from the letter which we print below that the Directors of the Malacca Rubber Plantations Ltd. are taking definite action for the formation of a Central Selling Agency in the manner indicated by us. They ask that those companies who recognise the advantages of combination will communicate with the secretary of the Malacca Plantations with a view to, as soon as a certain number of companies have indicated their intention to co-operate, appointing a secretary who could place himself in communication with all the plantation companies so that the question of whether a central selling organisation can or can not be promptly determined. Apart from this, the Malacca Plantations' Directors state that they are prepared to sell the whole of their Company's output for the next five years through a Central Selling Agency provided that such agency controls the sale of the output of companies representing at least 30,000 tons of next year's crop. It will also be noticed that the Malacca Plantations' Directors are of the opinion that the services of rubber produce brokers should be retained, and they make their offer conditional upon the continued employment of the brokers.

The decision of the Directors of the Malacca Rubber Plantations at once converts the question of the establishment of a Central Selling Agency from mere discussion into action. The fact that this definite action originates with the Malacca Plantations is in itself of considerable importance, because that Company is the largest of the plantation rubber producing companies. Its planted area is 15,000 acres, on which are about 23 million Para rubber trees, and its output for 1912 amounted to 2,220,000 lbs. of rubber, while the estimated production for 1913 is over 3,000,000 lbs., of which 1,897,500 lbs. had been collected by the end of August.

With regard to the Central Selling Agency, the outline of the scheme put forward in our columns is briefly as follows:—(a) All plantation companies should be invited to join a General Council, each Company's representative on the Council to have one vote for every 100 acres planted and one additional vote for every 100 acres wholly or partly in bearing belonging to his company; (b) The General Council to proceed to establish a Central Selling Agency, through which all the rubber of the co-operating companies shall be sold; and (c) the companies shall be invited to appoint Directors, who in turn, would appoint a managing staff for the Selling Agency. The objects of the Central Selling Agency would be:—(1) To conduct and regulate the sale of plantation rubber; (2) if and when necessary restrict the output, a resolution to this end brought forward by the Court of Directors and passed by a two-thirds majority on all the co-operating companies; (3) to secure greater uniformity of deliveries to manufacturers; and (4) to promote trade with manufacturers and dealers and to encourage in every possible way new uses for the commodity.

Below we give the letter of the Directors of the Malacca Rubber Plantations:—

TO THE EDITOR OF "THE FINANCIAL TIMES."

Sir,—At a meeting of the Board of the Malacca Rubber Plantations, Limited, held to-day, I was instructed to inform you that my Company is prepared to sell its entire output for the next five years through a Central Selling Agency, formed in the manner indicated in your columns, provided that the output of companies representing at least 30,000 tons of next year's crop.

I am to add that in the opinion of my Directors the retention of the services of the Rubber Produce Brokers will prove to be in the best interests of the industry, and that although the actual work which the brokers now perform may undergo some change, the co-operation of this Company will be conditional upon the continued employment of rubber produce brokers.

Those companies who recognise the advantages of combination in this matter will, in the first instance, communicate with me, and as soon as a certain number of companies have indicated their intention to co-operate a secretary could be appointed who could place himself in communication with all the plantation companies, and the question of whether a Central Selling Organisation can or can not be formed would thus be promptly determined.

I am, Sir, very respectfully,

For Malacca Rubber Plantations, Ltd.,

A. W. Copeland, Secretary.

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WM. POWELL, LTD.

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"WESTMINSTER"

NEAT THIN
ETCHED CLEAR
PATTERNS. CRYSTAL.

TUMBLERS	4.00 Doz.	CUSTARDS	6.50 Doz.
"	4.50	FINGER BOWLS	7.50 each.
"	5.00	ICE PLATES	1 Pt. 1.75
"	5.50	TANKARD JUGS	2 Pt. 2.25
"	6.00	"	4 Pt. 2.75
"	6.50	"	1 Pt. 3.00
"	7.00	"	2 Pt. 3.75
"	7.50	"	4 Pt. 4.25

CHINA AND GLASS DEPT.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS DRAGON BRAND CEMENT HIGH QUALITY BUILDING CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vaux Road, Central, 1st Floor. Telephone 289.

ENTERTAINMENTS

THEATRE ROYAL.

OCTOBER 25TH, 28TH AND 30TH, COMMENCING AT 9.15 P.M.

UNDER the Patronage of H.E. THE HON. MIE CLAUD SEVERN, THE OFFICER ADMINISTERING THE GOVERNMENT, H.E. Major-General KEEL, C.B., and Commodore ANSTUTHER, C.M.G., R.N.

THE HONGKONG MUMMERS

AN ELABORATE PRODUCTION OF SHAKESPEARE'S IRRESPONSIBLE COMEDY.

"TWELFTH NIGHT"

(IN A NEW WAY)

In aid of the following Charities:—

The Diocesan Girls' School Building Fund. The Y.W.C.A. Hostel.

The Blind Home. The Society of St. Vincent de Paul.

FIRST AMATEUR SHAKESPEARIAN PRODUCTION IN THE FAR EAST.

BOOKING AT MOUTRIE'S FROM OCTOBER 14TH.

Hongkong, 6th October, 1913.

DEAR Sir,—We have read with interest the letter you have written on behalf of your Company in the financial papers this morning.

We at once take the opportunity of writing to you to indicate that on behalf of the Companies for which we act as Agents, the names of which you will see at the head of this paper (see below), and subject to the approval of the Directors of those Companies (which approval would in some cases take a little time to obtain), we signify our intention of co-operating in the scheme which you have mapped out.

We think it extremely advisable that a meeting of those who represent the large interests in the Plantation Rubber industry should be held with as little delay as possible. Meanwhile, we suggest that those who are likely to interest themselves in the scheme should decline to make forward contracts for the sale of rubber, or to sell rubber privately, confining themselves to offering their produce at the public auctions, where the fullest competition can be expected and where the prices realised will be common knowledge.

We are sending a copy of this letter to the financial papers. We are, etc.,

Rowe White & Co., Ltd.

T. C. OWEN, Director.

The Companies for which Messrs. Rowe White & Company act as agents are as follows:—

Diminda Valley (Ceylon) Tea Company.

Southern India Tea Estates Company.

Matara Tea and Rubber Company.

General Ceylon Rubber and Tea Estates.

South-East Borneo Rubber Plantations.

Associated Tea Estates of Ceylon.

Imperial Tea Estates Agency.

Rubber Estates of Ceylon.

Cleely Rubber Estates Company.

Galaha Ceylon Tea Estates Agency Co.

Perak Rubber Plantations.

Sino Rubber Estates.

Stage Rubber Estates.

Bernam Rubber Plantations.

Puntia Rubber and Rubber Company.

Bembia Rubber Estates.

Tenasserim Hevea Plantation.

Malacca (Malacca) Rubber Plantations.

Bangawan Rubber.

Lendu Rubber Company.

Sink (Sumatra) Rubber Estates.

Lova Rubber Estates.

Poonmudi Tea and Rubber Company.

ANOTHER SUPPORTER.

The desirability of co-operation among rubber producing companies was mentioned at the meeting of the Chimpul



A VICTROLA IN THE HOME MAKES EVERY ONE HAPPY

It is a source of endless pleasure to the entire household. Always ready to play at any time for any member of the family, and the Victor repertoire includes every kind of music any one can desire.

PRICES \$35 TO \$345.

EXCLUSIVE DISTRIBUTERS:

S. MOUTRIE & CO., LTD.

PASSENGERS.

ARRIVED.

Per *Hatching*, from Swatow, Sir Wm. and Lady Bees Davies.

Per *Prinz Sigismund*, for Hongkong, from Sydney, etc., Mr. and Mrs. G. S. Lopo, Mrs. Gathemann and infant, Mr. John Mackel, Dr. A. Roesicke, Dr. T. J. Bangers, Dr. W. Behemann, Mr. Stolle, Mr. and Mrs. A. E. Buchta, Father Lefevre, Mr. G. E. Carrothers, Mr. L. P. Hargis, Mr. H. M. Gordon, Mr. M. Taumann, Mr. B. L. Vickins, Mr. B. B. Chapman, Mr. A. Vohring, Miss L. Schoevers, Mr. S. Hibe and Mr. H. S. Boggan.

DEPARTED.

Per *Rubi*, for Manila, Mr. and Mrs. E. S. Brown and 2 children, Mr. Fred. Evans, Mrs. K. Fujito, Rev. C. Dosmet, Rev. U. Timmermans, Rev. P. Slangen, Rev. R. Michaelsons, Mr. and Mrs. I. B. Dexter, Mr. B. Rochiram, Capt. T. Chiura, for Hilo, Master E. Weill.

Per *Kleist*, for Shanghai, etc., Mr. van Lair, Mr. E. A. Little, Mr. F. D. Cheshire and servant, Mrs. S. Sorfort, Capt. and Mrs. Gibson, Mr. E. C. Weir, Fr. and Mrs. Fernandez, Miss Ducie, Mr. D. C. H. M. Hone, Mr. and Mrs. Bourgeat, Mr. Guillan, Mr. Andemard, Mr. and Mrs. Dearson, Mr. E. D. Sanders, Mr. Cayrade, Mr. Chench, Mr. A. Moreado, Miss Marcel, Mr. Teintze, Dr. Louis W. K. Præg, and Mr. A. Marins.

Per *Guisenau*, for Europe, etc., Mr. Karl Inghenah, Miss Helda Inghenah, Mr. W. Bruchner, Mr. I. Ehrmann, Mr. D. E. Koshland, Mr. and Miss Koshland, Mr. and Mrs. H. L. Mayor, Mr. M. L. Schaller, Mr. Mark Allen Scler, Mr. W. S. Cookson, Dr. and Mrs. I. D. Hodgson, Miss Hodgson, Capt. Letz, Mr. I. F. McCullough, Miss E. Hogue, Mrs. C. M. Somers, Miss Edna Guest, Mr. and Mrs. W. B. Smith, Misses L. and M. Reding, Mr. O. N. Powell, Mr. Sholle, Mr. B. G. Young, Dr. A. Rosiche, Fisses G. M. and W. R. Gifford, Mr. and Mrs. G. S. Hope, Mr. C. J. Welhamson, Mr. Th. Gydesen, Mr. W. Phillips, Mr. A. H. Sayer, Mr. G. G. Carrothers, Mr. and Mrs. A. C. Buchla, Mr. A. S. Jeffery, Dr. D. W. Schaffer, Mr. Alex. Naumann, Mr. A. Vohring, and Miss E. Schoevers.

PASSENGERS EXPECTED.

BY P. & O.

Per P. & O. str. *Nubia*, from London September 6th.—To Hongkong: Miss M. Courley, Mr. and Mrs. N. G. Nolan and children, Mrs. C. Owen, Mr. W. C. O. Taylor, Mr. T. Taylor, Mr. G. H. Murphy, Mrs. R. Baker, Mr. G. R. Hake, Mr. D. J. Brown, Miss L. King.

Per P. & O. str. *Medina*, connecting with the steamer *Indra* at Colombo.—From London September 10th.—To Hongkong: Mrs. Cullin and child, Miss Cullin, Mr. A. Macbride, Miss A. Lennox, Mrs. F. A. Simons, Mr. and Mrs. E. W. C. G. White, Mr. R. B. Moir, Mr. T. S. Adams.

Per P. & O. str. *Swada*, from London September 20th.—To Hongkong: Mr. W. Allan, Mr. J. H. Barr, Miss W. Stubbs, Mr. Rennie, Mrs. F. P. Lachlan, Miss D. Stone.

Per P. & O. str. *Mongolia*, connecting with the str. *Desanka* at Colombo.—From London October 3rd and from Marseilles October 10th.—To Hongkong: Mr. H. H. Gompertz.

Per P. & O. str. *Sardinia*, from London October 4th.—To Hongkong: Mrs. G. P. and Miss Lammer and children, Mrs. Barrington, Mrs. Bolton, Miss P. Keith, Miss C. M. Forrest, Mrs. Martin and child, Miss H. Gibbon, Mrs. J. Bucknill and child, Miss N. Wilton, Miss P. E. Newcombe, Miss Bridges, Miss McCarty, Mr. E. Dawson and child, Miss A. Armstrong, Miss C. Boyant, Miss F. O'Dell, Mrs. J. S. Dobie, Rev. and Mrs. J. C. Harlow and children, Mr. Thomas, Mr. and Mrs. W. C. Rodney and children.

Per P. & O. str. *Macedonia*, connecting with the steamer *Asaya* at Colombo.—From London October 17th and from Marseilles October 24th.—To Hongkong: Mr. A. Montgomery, Capt. W. W. Lindsay, Mr. and Mrs. Shepard and child.

Per P. & O. str. *Sinala*, from London October 18th.—To Hongkong: Lance Sergeant W. Rodas, Miss L. D. Walker, Miss Kennedy and children, Miss S. S. Ward, Miss L. C. Bowtell, Major L. J. Hopper, Mrs. C. Parsons, Mr. T. K. Miller, Miss F. Boggs, Mr. and Mrs. E. Walker, Mr. C. Walker, Mr. and Mrs. Cousins and children, Mrs. Brown.

Per P. & O. str. *Malva*, connecting with the steamer *Delta* at Colombo.—From London October 31st.—To Hongkong: Mrs. Tuxford, Mr. and Mrs. J. Morris, Miss D. M. Housman, From Marseilles November 7th.—To Hongkong: Mr. W. D. Jupp.

NOTICES TO CONSIGNEES

FROM EUROPE.

BRITISH INDIA S. N. CO., LTD. A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for KORE and MOJI on 30th October.
S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KORE and MOJI on 9th November.

WESTWARD.

S.S. "JAPAN," 6,015 tons, Captain C. P. Sadden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 22nd October.
S.S. "JELUNGA," 5,205 tons, Capt. J. R. O. Sullivan, will be despatched as above on 25th October.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.
Hongkong, 16th October, 1913.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

DESTINATION	COMFORT.	SAFETY.	SPEED.
MONGOLIA 27,000 tons, twin screws.			
MANCHURIA 27,000 tons, twin screws.			
KOREA 18,000 tons, twin screws.			
SIBERIA 18,000 tons, twin screws.			
NILE 11,000 tons.			
CHINA 10,200 tons.			
PERIA 9,000 tons.			

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS,
WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE
KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V.
BORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

CLASS	TO	FARE	RETURN
FIRST-CLASS	LONDON	£71.10	£120
INTERMEDIATE	LONDON	45	88
	SAN FRANCISCO	36	64

Return Portion of Round Trip Tickets, as above, Available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing	TUESDAY	21st Oct.	at 1 P.M.
MANCHURIA	27,000		TUESDAY	28th Oct.	at 9.45 A.M.
NILE	11,000		TUESDAY	28th Nov.	at 1 P.M.
MONGOLIA	27,000		TUESDAY	28th Nov.	at Noon
PERIA	9,000		TUESDAY	28th Dec.	at 1 P.M.
KOREA	18,000		TUESDAY	16th Dec.	at 1 P.M.
SIBERIA	18,000		TUESDAY	30th Dec.	at Noon
CHINA	10,200		TUESDAY	6th Jan.	at 1 P.M.
MANCHURIA	27,000		TUESDAY	6th Jan.	at 1 P.M.

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between KORE and YOKOHAMA. Free of Charge.

HONGKONG-MANILA SERVICE.

From Hongkong	Arrive Manila	Leave Manila	Due Hongkong
28th Oct. NILE	30th Oct.	18th Oct.	20th Oct.
28th Nov. PERIA	27th Nov.	30th Oct.	1st Nov.
30th Dec. CHINA	1st Jan.	15th Nov.	17th Nov.
10th Jan. PERIA	12th Jan.	26th Nov.	28th Nov.
7th Feb. PERIA	9th Feb.	20th Dec.	22nd Dec.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KORE AND MOJI	"ST. HELENA"	7,500	On 3rd Nov.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, 7th Floor.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES

FORTNIGHTLY SERVICE TO AND FROM EUROPE,

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,

VIA SHANGHAI.

For STEAMER To SAIL

MARSEILLES VIA PORTS	ARMAND BEHIC	On 21st October.
SHANGHAI, KORE AND YOKOHAMA	ERNEST SIMONS	On 20th October.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to
S. G. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG: 25th Oct. "MIRANICHI" 12th Nov.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong About Middle of February, 1914.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 17th OCT. 1913.

5 a.m. HEUNGSHAN	8 a.m. HONAM
10 p.m. KINSHAN	5 p.m. KINSHAN

SATURDAY, 18th OCT. 1913.

8 a.m. HONAM	8 a.m. HEUNGSHAN
10 p.m. HEUNGSHAN	5 p.m. KINSHAN

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUNTAL, Tons 1,851. S.S. SUI AN, Tons 1,851.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 19th OCTOBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.E.—The Company will also run Steamers from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI SANG, 457 tons

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIYAM, 588 tons, and S.S. MANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO
SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU	22,000 tons.
S.S. CHIYO MARU	22,000 tons.
S.S. SHINYO MARU	22,000 tons.

S.S. NIPPON MARU 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN (CHINA, PHILIPPINES AND THE FAR EAST) VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Cabin, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unrivalled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans. Union Depots. New Lands, Cities and Scenery—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 636.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57] 5, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th November, at 4 p.m.

FARES: Hongkong-Trieste (Venice) 450 1st, 436 2nd, 419 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "PERIA," 12,500 tons, will leave as above about 1st November.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus, Doctor, Stewards, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.

BY SIMPSON EXPRESS:
Via Venice, Milan, Simples, Lonsanne, Paris, Calais or Boulogne, Class I £2.15, II £1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lugano, Bale, Leon, Chablais or Donigau, Class I £2.15, II £1.6.

BY TAUERN EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £1.11, II £0.9.
TO SHANGHAI:
Via Munich, Cologne, Hook or Flushing, Class I £7.19, II £4.16.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st November, at 4 p.m.
FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.

TO KORE VIA SHANGHAI, YOKOHAMA.
S.S. "NIPPON," 13,900 tons, will leave as above about 30th October.
Cargo takes at through rates to all ports in Japan, Korea, Manchuria, and South America.

SANDER, WIELER & Co., Agents.
Hongkong, 17th October, 1913; Prince's Building.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KATORI MARU Capt. Mura, 23,000		WED'DAY, 22nd Oct., at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. Kawan, 16,000		WED'DAY, 5th Nov., at D'light.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KORE, YOKOHAMA and YOKOHAMA	SANUKI MARU Capt. Noma, 12,500		TUESDAY, 21st Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHIDZUOKA MARU Capt. Iriawa, 12,500		TUESDAY, 21st Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	TANGO MARU Capt. Yoshikawa, 12,500		WED'DAY, 22nd Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	NIKKO MARU Capt. Takeda, 9,600		WED'DAY, 19th Nov., at Noon.
KOBE and YOKOHAMA	TOSA MARU Capt. Sato, 12,000		SATURDAY, 19th Oct., at Noon.
SHANGHAI, MOJI, KORE and YOKOHAMA	KAWACHI MARU Capt. Christiansen, 12,500		FRIDAY, 17th Oct., at Noon.
NAGASAKI, KORE and YOKOHAMA	MISHIMA MARU Capt. Sommer, 16,000		THURSDAY, 22nd Oct., at 11 A.M.
SHANGHAI, MOJI, KORE and YOKOHAMA	BOMBAY MARU Capt. Tazawa, 6,000		WED'DAY, 22nd Oct., at Noon.
SHANGHAI, MOJI, KORE and YOKOHAMA	NIKKO MARU Capt. Takeda, 9,600		WED'DAY, 22nd Oct., at 11 A.M.
SHANGHAI, MOJI, KORE and YOKOHAMA	COLOMBO MARU Capt. Kawashima, 6,000		MONDAY, 27th Oct., at Noon.

§ Fitted with New System of Wireless Telegraphy.

Cargo only.

PASSENGER SEASON—1914.

STEAMER	TONS	SAILS	WED'DAY
MIYASAKI MARU	16,000		28th January.
KITANO	16,000		11th February.
IYO	12,500		25th February.
HIRANO	16,000		11th March.
KATORI	23,000		8th April.
KAMO	16,000		22nd April.
KASHIMA	20,000		
STEAMER	TONS	SAILS	TUESDAY
SHIDZUOKA MARU	12,500		27th January.
TAMBA	12,500		10th February.
AKI	12,500		24th February.
SADO	12,500		10th March.
YOKOHAMA	12,500		24th March.
AWA	12,500		7th April.

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to
T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241. 11-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from	Leave MARSEILLES	Due at LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	6 p.m. Tues.	Noon. Sat.	to MARSEILLES and LONDON		
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Saturday Feb. 14	Friday Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOOREA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MAJOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMOBA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Accommodation	Single	Return
LONDON	£65.	£29.	£29.			
MARSEILLES	£61.	£25.	£25.			

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'HEILLES	Due at LONDON
BORNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORB	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MAITA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	INDIA Capt. F. J. Fox	19th Oct.	Freight and Passage.
SHANGHAI	INDIA Capt. C. C. Talbot, R.N.R.	23rd Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. W. R. Le Mare, R.N.R.	25th Oct.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SYRIA Capt. C. B. Longden, R.N.R.	29th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th October, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 18th Oct., M. night.
MANILA, CEBU and ILOILO	"TAMING"	On 21st Oct., 4 P.M.
WUHAWEI & TIENTSIN	"HUICHOW"	On 23rd Oct., Noon.
SHANGHAI	"LUCHOW"	On 23rd Oct., 4 P.M.
SHANGHAI	"YINGCHOW"	On 25th Oct., M. night.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LUCHOW" and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, taking Cargo on leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on leaving Shanghai for Hongkong direct every Thursday and Sunday, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Morning.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 16th October, 1913.

TELEPHONE 36.

AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	20th October	On 5th Nov., 11 A.M.
EMPIRE	5th November	On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES, via STRAITS and COLOMBO to MARSHILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. ALBATROSS	17th Oct.
S.S. RAMBA	21st Oct.
S.S. SEGROVIA	22nd Oct.
S.S. ANDALUSIA	29th Oct.
S.S. ISTRIA	5th Nov.
S.S. ALTHAM	13th Nov.
S.S. CYPRIA	20th Nov.
S.S. PREUSSEN	29th Nov.

For Further Particulars, apply to—

FOR MARSHILLES, HAVRE & BREMEN:
S.S. HOERDE ... 19th Oct.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.) ... 29th Oct.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BAYERN ... 3rd Nov.
FOR HAVRE, ANTWERP & HAMBURG:
S.S. SUBMARK ... 4th Nov.
FOR MARSHILLES & BREMEN:
S.S. BRISGAVIA ... 5th Nov.
FOR HAVRE, BREMEN & HAMBURG:
S.S. ARABIA ... 18th Nov.

HAMBURG-AMERIKA LINIE,
Hongkong Office

Hongkong, 17th October, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 17th Oct., at 11 A.M.
"BAIYANG"	Capt. A. B. Hodgins	TUESDAY, 21st Oct., at 11 A.M.
"JAITAN"	Capt. J. S. Bosch	FRIDAY, 24th Oct., at 11 A.M.

FOR SWATOW AND RETURN

(Occupying 3 Days).

HAIMUN	Capt. J. W. Evans	(SATURDAY, 18th Oct., at 4 P.M.) (WED'DAY, 22nd Oct., at 11 A.M.)
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Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier).

For Freight and Passage, apply to—

DOUGLAS LIPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th October, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE-SCREW TURBINE Steamers

CHIYO MARU SHINYO MARU AND

TENYO MARU

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU

INTERMEDIATE STEAMERS.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., Noon.
NIPPON MARU	A. G. Stevens	WED'DAY, 5th Nov., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 28th Nov., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th Dec., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on FRIDAY, the 17th October, at Noon.

SOUTH AMERICA LINE.

In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
ANYO MARU	18,500	WED'DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.
BUYO MARU	10,500	

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

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King's Building (Opposite Blake Pier).



OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

In Connection at TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Mori	WED'DAY, 12th Nov., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 27th Nov., at 1 P.M.
"PANAMA MARU"	J. Kanno	WED'DAY, 10th Dec., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 7th Jan., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted room for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	K. Komiya	THURSDAY, 26th Oct., 4 P.M.
"LUZON MARU"	H. Yamamoto	WED'DAY, 26th Nov., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"SAIGON MARU"	T. Yamaguchi	WED'DAY, 12th Nov., 4 P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY, 25th Dec., 4 P.M.
"INDO MARU"	K. Komiya	

CHINA AND FORMOSA LINE

FOR FOCHOW VIA SWATOW AND AMOY.

"KAIJO MARU"	Y. Yamamoto	WED'DAY, 22nd Oct., at Noon.
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FOR TAMSUI VIA SWATOW AND AMOY.

"DAIJIN MARU"	M. Nagao	SUNDAY, 19th Oct., at 10 A.M.
"DAIGI MARU"	K. Murakami	SUNDAY, 26th Oct., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

"SOSHU MARU"	K. Tashira	WED'DAY, 23rd Oct., at 8 A.M.
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FOR CANTON.

"SOSHU MARU"	K. Tashira	FRIDAY, 24th Oct.
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These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Pans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor No. 1 Queen's Building.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFTIC	4000	F. S. McMurray	Manila, Macagaria, Cebu and Iloilo	On 24th Oct., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	

Electric Light. Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.

Hongkong, 13th October, 1913.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 98' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of October	SHANGHAI	Second half of October
TJIBODAS	SHANGHAI	Second half of October	JAVA	Second half of October
TJITABOEM	JAVA	First half of November	JAPAN	First half of November
TJIMANOEK	JAPAN	First half of November	JAVA	First half of November
TJIKINI	JAVA	First half of November	SHANGHAI	Second half of November
TJILATJAP	JAVA	Second half of November	JAPAN	Second half of November
TJIMAH	JAVA	Second half of November	JAVA	Second half of November
TJILIWONG	JAVA	Second half of November	SHANGHAI	Second half of November

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Yok. Building, 1st Floor.

Hongkong, 8th October, 1913.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

MANILA, ANGAUE, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE

"PRINZ SIGISMUND" (Saturday, 1st Nov., at 9 A.M.)
Capt. A. Huetzsch, 6,000

KOBE ... "PRINZ SIGISMUND" (Friday, 17th Oct., at Noon)
Capt. A. Huetzsch, 6,000

JESSSELTON, KUDAT and SAKALAN ... "BORNEO" (Friday, 5th Oct.)
Capt. J. Kozhler, 5,000

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 17th October 1913.

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT
*"PRINZ LUDWIG"	18,300 TONS ON FEBRUARY 3RD.
"GOEBEN"	17,300 " ON FEBRUARY 18TH.
*"DERFFLINGER"	17,250 " ON MARCH 3RD.
"KLEIST"	17,000 " ON MARCH 18TH.
*"PRINZ EITEL FRIEDRICH"	17,000 " ON MARCH 31ST.
"YORK"	17,000 " ON APRIL 15TH.
*"PRINZESS ALICE"	20,300 " ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

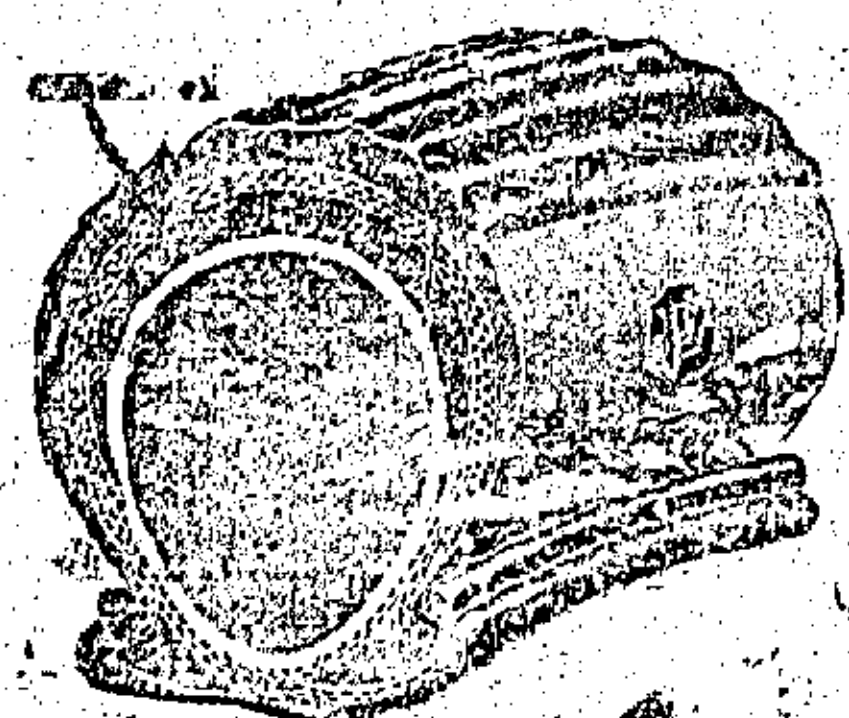
MELCHERS & Co., GENERAL AGENTS,

NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913.

[189]

PETER'S UNION



the most durable and economical
PNEUMATIC

for
RICKSHAWS AND MOTOR CARS.

Representative for China

HUGO C. A. FROMM.

Hongkong, 13th October, 1913.

[44-35]



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25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 13th October, 1913.

[44-13]

GRAETZIN WIRE LAMPS

BRIGHT

DURABLE

ECONOMICAL.

EHRICH & GRAETZ, BERLIN.
HUGO C. A. FROMM,
GENERAL AGENT.

Hongkong, 13th October, 1913.

[44-9]

POST OFFICE NOTICE

CHRISTMAS AND NEW YEARS PARCEL MAIL

The Public are informed that the Christmas Parcel Mail for the United Kingdom and Colonies will be closed on the 15th October at 5 p.m. on the 7th November. This Parcel Mail by the regular route to the United Kingdom will be closed on the 15th December. The following parcels will be received in the New Year Mail, which will be closed on the 15th January. Parcels may be forwarded via the India route with an extra fee of 10 cents, and with this mail are due in London on the 20th December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be insured at the same rate of 10 cents per £100 value. The value must be marked on each parcel. Stamps, currency, or other valuables are not admissible. Parcels containing Glass and Chinaware must be insured for their value.

The Clerk of the Post Office is forbidden to affix stamps on letters or parcels or to seal any article for the public. Parcels, but not the contents of the parcels, must be accepted. It is requested that parcels be posted early.

The Mails with the Mails from London (via Siberia) of Wednesday and Saturday, the 2nd and 5th ult., are due to arrive here on Sunday, the 19th inst.

FOR	PER	DATE
Hankow, Peking and Haiphong...	Mathilde	Friday, 17th 9.00 A.M.
Yokohama, Kobe...	P. Sigismund	Friday, 17th 10.00 A.M.
Shanghai, Amoy and Foochow...	Silva	Friday, 17th 10.00 A.M.
Swatow, Amoy and Foochow...	Huching	Friday, 17th 10.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN	DATE
SHANGHAI, NORTH CHINA, JAPAN	Friday, 17th 9.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN	Friday, 17th 10.00 A.M.
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SHANGHAI, NORTH CHINA, JAPAN	Friday, 17th 10.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS

October 16th

ON LONDON:	
Bank of India Transfer	2.00
Bank of China Transfer	2.00
Bank of Japan Transfer	2.00
Bank of Korea Transfer	2.00
Bank of Siam Transfer	2.00
Bank of Persia Transfer	2.00
Bank of Egypt Transfer	2.00
Bank of Greece Transfer	2.00
Bank of Italy Transfer	2.00
Bank of Spain Transfer	2.00
Bank of Portugal Transfer	2.00
Bank of Russia Transfer	2.00
Bank of Turkey Transfer	2.00
Bank of Persia Transfer	2.00
Bank of Egypt Transfer	2.00
Bank of Greece Transfer	2.00
Bank of Italy Transfer	2.00
Bank of Spain Transfer	2.00
Bank of Portugal Transfer	2.00
Bank of Russia Transfer	2.00
Bank of Turkey Transfer	2.00

SUBSIDIARY CENTS.	
Chinese	20 cents pieces
Chinese	10 cents pieces
Chinese	5 cents pieces
Chinese	2 cents pieces
Chinese	1 cent pieces

MAILS VIA SIBERIA.	
London	September 27th.
Shanghai	October 13th.
Hongkong	October 18th.

SHARE LIST—QUOTATIONS.

Hongkong, 16th October, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	SETTLEMENT ON BASIS OF LAST DIV.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$115	all	\$190, sellers	54 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$1, sellers	84 p.c.
China Light and Power Company, Ltd.	10,000	\$1	all	\$4, sellers	74 p.c.
China Provision, Loan & Mortgage Co., Ltd.	2,000	\$10	all	\$9, sellers	74 p.c.
Oversea-Chinese Banking Corp., Ltd.	20,000	\$15	all	\$14, buyers	5 p.c.
Hongkong & Shanghai Banking Corp., Ltd.	120,000	\$115	all	\$190, sellers	54 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$1, sellers	84 p.c.
China Light and Power Company, Ltd.	10,000	\$1	all	\$4, sellers	74 p.c.
China Provision, Loan & Mortgage Co., Ltd.	2,000	\$10	all	\$9, sellers	74 p.c.
Oversea-Chinese Banking Corp., Ltd.	20,000	\$15	all	\$14, buyers	5 p.c.
DOCKS AND WHARVES.					
Hongkong & Shanghai Wharf & G. Co., Ltd.	10,000	\$5	all	\$80, buyers	5 p.c.
Hongkong & Shanghai Wharf & G. Co., Ltd.	10,000	\$5	all	\$80, buyers	5 p.c.
Hongkong & Shanghai Wharf & G. Co., Ltd.	10,000	\$5	all	\$80, buyers	5 p.c.
Hongkong & Shanghai Wharf & G. Co., Ltd.	10,000	\$5	all	\$80, buyers	5 p.c.
Hongkong & Shanghai Wharf & G. Co., Ltd.	10,000	\$5	all	\$80, buyers	5 p.c.
Hongkong & Shanghai Wharf & G. Co., Ltd.	10,000	\$5	all	\$80, buyers	5 p.c.
Hongkong & Shanghai Wharf & G. Co., Ltd.	10,000	\$5	all	\$80, buyers	5 p.c.
Hongkong & Shanghai Wharf & G. Co., Ltd.	10,000	\$5	all	\$80, buyers	5 p.c.
Hongkong & Shanghai Wharf & G. Co., Ltd.	10,000	\$5	all	\$80, buyers	5 p.c.

A GENERAL FAVOURITE.

BOTH IN THE KITCHEN AND
DINING ROOM.

MILKMAID
STERILIZED
NATURAL
MILK.



Please try it. It is delicious. It is pure, rich, fresh milk. Prepared only by the process of sterilization, NOT CONDENSED. Obtainable at all stores packed in two sizes.

[45-1]

AMSTEL PILSENER BEER

SPECIAL PASTEURISED FOR USE
IN TROPICAL CLIMATES.

LIGHT, WHOLESOME AND
PALATABLE.

SOLE AGENTS:
CANDE, PRICE & CO.,
WINE MERCHANTS.

6, QUEEN'S ROAD CENTRAL.

TELEPHONE No. 135.

HONGKONG.

[42-2]

See Report in London

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898	Tls. 787,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share Brokers.

TO-MORROW

Non—The China Light and Power Co., Ltd.

Meeting of Shareholders.

FORTHCOMING EVENTS.

20th Oct.—Hongkong Church Missionary

20th Oct.—Hongkong Church Missionary

20th Oct.—Hongkong Church Missionary

20th Oct.—Hongkong Church Missionary

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20th Oct.—Hongkong Church Missionary

VISITOR TO CANTON

Should Purchase.

"FROM HONGKONG TO CANTON

BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE

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Messrs. Kelly & Watts, Ltd.

Messrs. Harwin & Co.

Canton: Messrs. A. S. Watson & Co.

ON SALE

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the

English Mail from the Year of the Closing

of the Indian Mints to the Free Coinage of

Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD

LEAF, BAR, SILVER (From 1900),

and other Useful Information.

PRICE: \$1. Cash.

On Sale at the "Daily Press" Office or

Local Bookellers

Printed and Published by BRITANNIA A. HALL for the Concerned at 104, Des Voeux

Road Central, Victoria, Hongkong; London Office: 137 Fleet Street E.C.